water was smooth. The yachts were towed to the lightship by Sir Thomas Lipton's steam yacht Brin. They both carried whole mainsails, No. 2 jackyard topsails, forestay sails, jibs and jib topsails. The challenger's new mainsail set beautifully.

The start, which was made at 1 o'clook, was a grand one. Shamrock I. had the weather position, but Shamrock II. forged ahead and got a clear wind. It shortly became apparent that Shamrock I. was pointing higher than the challenger, which was dropping further to leeward with slackened sheets. At 1:48 o'clock the Shamrock II. came about on the port tack. At this time a quarter of a mile, representing two minutes separated the two hoats. Then they indulged in cross tacking, both going about thirteen miles before covering five miles.

At 2:30 o'clock the breeze began to lessen and the Shamrock II. picked up fast on her opponent. When a mile from the weather mark, which was set by the Erin, she was at the heels of the Shamrock I. Mr. Jameson who was sailing the challenger, found Capt. Wringe on the wrong tack. The latter re-fused to give way and the challenger went about and then turned the mark. The Shamrock I. forced the challenger to gybe after wearing the mark. The times at the end of the windward leg were

When around the mark spinnakers were broken out to port for the run home and after sailing most of the distance back slightly by the lee the spinnakers were taken in a 3:45 o'clock and sheets were being checked On this point of sailing the Shamrock II developed great speed and raced past the old boat to windward. The main booms of both boats were well over their quarters to the finish, the wind continuing to drop. The times for the completed course were

Both yachts sailed hard under spinnakers into the Solent, and past No Man's Fort. The challenger increased her lead to the Warner Lightship. Then the Shamrock I, heat her, and when topsails were taken in inside the fort the latter was ninety seconds ahead.

All on board the Shamrock II. were pleased with her performance. Mr. Watson, the designer of the boat, was not on her. Sir Thomas Lipton, in an interview, said that both bonts had tried their best. For the first hour he had felt disappointed, but after the sheets had been taken home and the sails well flattened the superiority of the challenger was shown. Mr. Jameson expressed himself as thor-

challenger. He said that he believed that a great deal more could yet be got out of her. The yachts anchored off Cowes for the night to be ready for another trial over the same course to-morrow morning Sir Thomas Lipton looks for the Sybarita to join in. The Meteor was under sail to-day, but kept away from the Shamrocks.

The Telegraph's vachting correspondent says that in the opening stages of the race Shamrock I. worked out a good lead, and four miles from the start it was estimated that she was two minutes ahead of the Shamrock II. Then the challenger, whose sails had required coaxing, began to show form that

M. gained nearly a minute and a half in cross-tacking, but lost some of this in gybing when she turned the Frin.

The correspondent of the Timas describes the trial as the best yet sailed He says it was keenly contested and was all the more interesting because the Shamrock II. for the first time sailed in her proper trim. He adds that the margin of thirty-seven seconds by which the challenger won was certainly narrow, but what is af more importance than the exact number of seconds by which she led at the finishing mark, is that she gave every promise of being able to improve upon this considerably the more she interesting the first time sailed in her proper trim. He adds that the margin of thirty-seven seconds by which the challenger won was certainly narrow, but what is af more importance feeded to the continual to the first time sailed in her proper trim. He adds that the margin of thirty-seven seconds by which the challenger won was certainly narrow, but what is af more importance feeded to the continual to the there is a spending.

James W. Osborne spoke on the "Mecklenburg Declaration of Independence," and George Gordon Battle on "The Old North State in the United States Senate and Supreme Court." I will be too bad if the two boats do not meet. The Independence will spend the provide that the first time to importance of the Government combined more in proportion than the exact number of seconds by which the challenger won was certainly among the strains have been so evenly distributed that there is little possibility of anything carrying a number of Southern songs were sung, the whole closing with "The Star Spangled Banner," all standing the will be so good."

new mainsail and the former one is most marked, the new canvas setting beautifully. He concurs with the other reporters ward in better fashion than the challenger, but says that the latter subsequently picked | an order staying the operation of the injunc-

savs that the challenger made a very good | Loenard mine below the 800-foot level. Judge show off the wind, which has always been regarded one of the hest points of the old

## MORE WEIGHT ON INDEPENDENCE. Will Measure 89 Feet on Waterline, With Every thing Aboard.

Boston, May 20 Designer Crowninshield saw the Independence affoat for the first time to-day. Early in the forenoon he arrived

home from Maine, where he has been since Saturday, and at once took the ferry for East Boston to see how his boat looked when in Prison has caused Supt. Cornelius V Col-her natural element. He found her floating lins to su-pend in their case the rule which serenely alongside the Atlantic Works wharf hobbing lightly up and down upon the occastonal swells from passing towhouts Mr Crowninshield was much pleased with her appearance, and when told that the hall was us tight as a drum be expressed his antisfaction

The craft was the centre of attraction to day and several thousand persons journeyed ecross the barbor to see her. The gray had little or nothing to do all day, and they exin a neighboring street until chased away by around the deck calking up the last few feet of seams and making them thoroughly partitions were painted and the planning put in The cradle in which the boat was adurable decreased a lot of touchle by refusing to allow itself to be handed from beneath the craft of the caused in the street was actively changed about all day cutting the independence days more than a foot was harded out with the mid of a windless.

The Independence doars more than a foot show her regular watering, and the slightest swell caused her to lump about like a cockle shell instead of a craft washing over one hundred tons. It was stated by Draughts-hundred tons. It was stated by Draughts-hundred tons. It was stated by Draughts-hundred tons in the neighborhood of forty tons, and that it required 8.400 pounds to sink her an inch all ground. He though that the Independence would massure fully eighty-nine feet on the partitions were painted and the planbing

SHAMROCK II. IN THE LEAD.

BEATS OLD CHALLENGER IN A TOPSAIL

BREEZE AND SMOOTH WATER.

Only Thirty-seven Seconds Separates the Boats at the Finish—At the Turn for Home Shamrock I. Ahead by Thirty-sine Seconds—They Race Twelve Miles Ont to Sea and Back—Mr. Jameson Sails New Yacht and Capt.

Wrings the Old One—Another Trial To-day.

LONDON, May 20.—There was a windward and leeward trial of the Shamrock II. and the Shamrock II. to day, the course being from the Nab Lightship, twelve miles out to sea and return. The wind was from the Southeast and blew at topsail breeze. The water was smooth. The yachts were towed water was smooth. The yachts were towed water was smooth. The yachts were towed to String of Philadelphia Knocks Chrisp.

Jack O'Brien of Philadelphia Knocks Chrisp.

Jack O'Brien of Philadelphia Knocks Chrisp Out in Eleventh Round.

Special Cable Despatch to THE SUN NEWCASTLE, May 20.—A glove fight of twenty rounds, for £250 a side and a purse of was outmatched, but lasted ten rounds on sufferance, O'Brien making no attempt to "do" his man until the spectators realized that he was fooling and hissed him. Then in the eleventh round he delivered a volley of blows and knocked the Englishman out.

Rob Pitssimmons Preparing a Big Fellow to Fight.

Former Champion Bob Fitzsimmons has turned manager and has a young heavyweight in charge whom he thinks will shine onspicuously in the fistle firmament. His Chelsea, Mass Ferguson, according to Lanky
Bob. is an ideal athlete. He is 6 feet 2 inches
tail, weighs 220 pounds, and is only 22 years
old. The Cormishman came across Ferguson when he was playing at Boston a few
weeks ago. The noted fighter and his
protègé have boxed together often during
the past two weeks and the latter has shown
that he knows a good deal about the manly
art. When Ferguson gets a little more experience Fitz intends to match him against
some of the prominent puglilats in the
heavyweight division.

about by the war." and the Governor made out of this rather formidable text an address that was filled with fun, facts and pa-

triotism from beginning to end. "I have been told," he said, "that I was oughly satisfied with the performance of the to speak on secession here to-night, 1 saw in some Northern paper that I was to laud secession and you here were urged to frown me down and show that you did not approve such sentiments, Now there are two things that I thought were settled. I thought it was settled that in 1861 any State had a right to secede and that in 1901 no State had a right to secede. At any rate, this is the opinion that prevails in North Carolina to-day, and I am here now to tell you that if any State-if your Empire State of New York, for instance,-secodes, I will pledge to Uncle Sam 200,000 men, each one warranted to bring down a squirrel at ever so many hundred yards and all of them good for nine

was more satisfactory to expectations. Up to this time she had been salled easy to give her new canvas a chance of setting, but gradually her sheets were flattened in and in cross-tacking she slowly lowened the gap separating her from her lender until they were in very close company. The Shamrock II gained nearly a minute and a half in cross-tacking, but lost some of this in gybing when she turned the Frin.

The correspondent of the Timas describes the trial as the best yet salled He says it was keenly contested and was all the more interesting because the Shamrock II. for the first time sailed in her proper trim. He first time sailed in her proper trim. He may she first time sailed in her proper trim. He first time sailed in her proper trim. He may she first time sailed in her proper trim. He may she first time sailed in her proper trim. He may she first time sailed in her proper trim. He may she first time sailed in her proper trim. He may she first time sailed in her proper trim. He may she first time sailed in her proper trim. He may she first time sailed in her proper trim. He may she first time sailed in her proper trim. He may she first time sailed in her proper trim. He first time sailed he more should each to help lick New York is spending.

The foregraph of the trim of the first had been able to the designer, was here to do to the constitution over. He said to her secssion, the Constitution over the said to the constitution over the said

MINE INJUNCTION UPHELD.

Montana Supreme Court Denies the Boston and | End of a Busy and Successful Season Records Montana Company's Motion.

HELENA, Mon. May 20 - The Supreme Court to-day denied the application of the Boston and Montana Mining Company for up a little on every leg tion issued by Judge Clancy, which prevents Regarding the run home the correspondent the Boston and Montana from working the Clancy issued the injunction upon the show- with 99 points. MacKenzie, Jr., heads the regarded one of the best points of the old boat's sailing.

Launch of the Nevada, Designed by Charles F. Herreshoff, 2d.

Special Cable Despatch to THR SUN.

GLASGOW, May 20—The 65-foot yacht Nevada, built for P M Ingils and designed by Charles F Herreshoff 2d. a nephew of the noted Bristol builder, was launched on the Clyde to-day

MORE WEIGHT ON INDEPENDENCE. ing made by E. A. Heinze that the veins be-

> CONCESSION TO CHINESE CONVICTS. Superintendent of Auburn Prison Allows Them to Retain Their Quenes.

AUBURN, May 20. The presence of two

weather being fine to-morrow if so the mainsail will be dried out early in the morning and then, with Capt Nat Herreshoff at the wheel, the yacht will be tried later in the day Afterward she will return here to have some minor fittings attended to £300, at catch-weights, took place here to- | and then later in the week will be turned over night between Jack O'Brien of Philadel- to W B Duncan, Jr , who will at once put phia and George Chrisp of Newcastle. Chrisp | the yacht in commission. It is expected that the Constitution will be in Newport Harbor at the end of the week

Although there was no sailing to-day lots of work was done on the defender. Early in the morning 2,500 pounds of lead were put on board and stowed away in moulds made for it. This extra weight was to place the Constitution in proper trim and bring her down to the lines on which N. G. Herreshoff designed her to sall on She is now alittle deeper in the water than she has been. but still has a wide strip of bronze showing conspicuously in the fistic firmament. His name is Sandy Ferguson and he halls from Chelsea. Mass Ferguson, according to "Lanky Bob." is an ideal athlete. He is 6 feet 2 inchestall, weighs 220 pounds, and is only 22 years old. The Cornishman came across Ferguson when he was playing at Boston a few weeks ago. The noted fighter and his protégé have boxed together often during the past two weeks and the latter has shown that he knows a good deal about the manly along the waterline. Some tinkering was ing order the topmast was telescoped. As the mast comes down the upper spreaders. which work on hinges, fold down at the sides

at When Ferguson gets a little more experience Fitz intends to match him against some of the prominent puglitate in the heavy weight division.

Yachting Notes.

The 61-foot sustiliary schooner White Rose, secondly purchased by Frederic Courdand Penfeld of the New York Vacht Club. Is fitting out at New Haven.

NORTH CAROLINA MEN DINE.

Gov. Aycock Makes a Speech That Is Brimful of Patriotism.

It was only the second annual banquet of the New York North Carolina Society that was held at the Waldorf-Astoria last evening, but the spirit and enthusiasm and the patriotism both for State and country which the two or three hundred natives of the old North State put into the proceedings made up for any mere lack of years to the society's score Augustus Van Wyck presided and Gov Aycock of North Carolina, who came on here expressly to be present, was the principal speaker. Gov Aycock's subject was "How the South is parforming the new duties devolved upon her as the result of the changed condition brought about by the war," and the Governor made out of this rather formidable text an additional to the shamrock II will prove to be a good boat and that Sir Thomas Lipton will be able to make a stout race for the Cup One of the anactur said to day that he hoped the Shamrock II would prove to be a good boat and that Sir Thomas Lipton on the Carolina Society in the shamrock II would prove to be a good boat and that Sir Thomas Lipton on the Carolina Society in the shamrock II would prove to be a good boat and that Sir Thomas Lipton on the Carolina Society in the shamrock II would prove to be a good boat and that Sir Thomas Lipton on the Carolina Society in the shamrock II would prove to be a good boat and that Sir Thomas Lipton on the Carolina Society in the said transparence in saidure to miss the trial trip of the new yacht. He sailed on all the trials of the Vigilant. Defender and columbia and a limited edition, which has in the constitution to deep the course of the course and the provided the course of the course of the cours will be able to make a stout race for the Cup one of the amateurs said to-day that he hoped the Shamrock II. Would prove to be at least ten minutes faster than the last challenger. He further said:

"There is no doubt that the old Shamrock is minutes faster than she was when she raced against the Columbia. When she sailed in these waters the trouble was that she had too many captains and the yacht was not in condition. Now they have evidently got her form, and the fact that she has been able to hold the new yacht does not show that the challenger is a follare. She is not in trim yet, and I expect her to do much better. One thing that surprised me wathat the new Shamrock did not do better down the wind. Shamrock I, at her best is no match for the Columbia so that the new yacht will have to be much faster to put the Cup in danger."

The club tousyil spars, made at Occlore.

new yacht will have to be much faster to put the Cup in danger."

The club topsail spars made at Ogdenburg for the Constitution are stored in the northshop. They are hollow and, it is thought, may be too light, so extra solid spars are being made and will be ready as soon as the land with the constitution of the store of the constitution of the c may be too light, so extra solid spars are being made and will be ready as soon as they are wanted.

During the afternoon Rear-Commodore During the afternoon Rear-Commodore I. F Robinson, Arthur T Kempt and Mr. Hoyt came up on a steam launch from New Loyt came up on a steam launch from Sec. CATSKILL, HUDSON AND COXSACKIE BOATS

INTERSCHOLASTIC ATHLETICS.

of Schools and Individuals. The athletic season of the schools of the

New York Interscholustic Athletic Associatio which has just closed has been one of the mos successful campaigns in the bistory of th sport. Although Cutler School again carrie off the championship honors, Dwight School did the best work, leading all the school individual list with \$1 points R Thomas is a close second, with 28 and D Sullivan, third with 23 gives the official standing of the and individuals as follows

S Hool, RECol-

Brooklyn Advertisements.

Brooklyn Advertisements.

Ocean Steamers.

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to the Land of the Midnight Sun, from Hamburg July 2, July 4 (from N. Y. June 20), July 25, and to the Baitte and the principal cities of NORWAY, SWEDEN, RUSSIA, and DENMARK, from Hamburg Aug 18, by the new yacht PRINZESIN VICTORIA LUISE (5,000 tons, 400 feet long) and S. S. ALGUSTE VICTORIA. All appeintments strictly first class Attractive Huarnies arranged. Further particulars on application to the Hamburg-American Line, 87 Broadway.

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Suits, and Boys' Suits are cut on similar lines. But when it comes to clothes for the very Little Fellows.

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Traces of Noah's Deluge in Asta.

Prof George Frederick Wright, LL D. of Oberlin College, who has lately returned of Oberlin College, who has lately returned from a scientific trip through Siberia and Western Asia, told the Congregational Club at the Hotel St. Denis last evening, that in his journey he had found in Asia what he considered some geological evidences of the Daluge. It was to the glood? on fine glocial.

Steamboats.

Boston and New England Points. FALL RIVER LINE, via Newport and Pail River
—Leave Plet 19, N. R. foot of Warren St., week days
and Sundays at 5:30 P. M. Steamers PRISCILLA
and PHLGRIM. Orchestra on each.
STONINGION LINE, via Stonington — Leave
Plet 36, N. R. foot of Spring st., week days only, at
6:00 P. M. Strs. MaiNE and NEW HAMPSHIRE.
NORWICH LINE, via New London—Leave Pier
26, N. R., foot of Spring st., week days only, at
5:30 P.M. Strs. CTY OF LOWELL and CITY OF WORCESTER. NEW HAVEN LINE. Leaves Pier 25, E. R., foot of Peek Slip, week days only, at 5:00 P. M. Steamer RICHARD PECK.

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Pretoria, May 25, 11 A h Balavia, June 22, 9 AM Phomicia, June 1, 4 P M Prinsylva, June 29, 3 PM Patricia, June 8, 9:30 A M Bulgaria July 2, 5 PM Walderser, June 18, 4 PM Pretoria July 6, 8 AM To Hamburg direct. Albany Evening Line.
Steamers ADIRONDACK or DEAN RICEMOND leave Pier 32. N. R., foot Canal St., at 6 P.
M., daily (Sandays excepted), making direct connections with trains North, East and West,

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MARCH FITTE June 1, 9 A. M.

MENORIALIA June 1, 8 A. M.

ME YOMINEE June 1, 9 A. M.

MINNEAPOLIS JUNE 15, 10 A. M.

MINNEAPOLIS JUNE 15, 10 A. M.

MINNEAPOLIS JUNE 15, 10 A. M.

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7.55 A. M. (AS) MAIL.—Limited to two Buffet Parlor Cars New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.

burg.

0.25 A. M. FAST LINE.—Pittsburg and Cleveland.

0.55 A. M. FENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnali, Indianapolis, Louisville, St. Louisville, St.

Louis

1.55 P. M. CHICAGO AND ST. LOUIS EX.
PRESS - For Toledo, Louisville (via Cincinnall),
Indianapolis, Chicago. St. Louis. Dining Car.
5.55 P. M. ST. LOUIS EXPRESS. - For Fittsburg,
Indianapolis, Louisville, St. Louis. Dining Car.
5.55 P. M. WESTERN EXPRESS. - For Chicago. 5.55 P. M. WENTERN EXPRESS.—For Chicago.
For Toledo, except Saturday. Dining Car.
7.55 P. M. PACIFIC EXPRESS.—For Pittsburg
and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleveland except Saturday.
8.25 P. M. CLEVELAND AND CINCINNATI
EXPRESS.—For Pittsburg. Cleveland. NashAlle (In Cincinnational Land Landsville).

EXPRESS. -For Pittsburg, Cleve

WASHINGTON AND THE SOUTH. 7:55, 8-25, 8.55 10:10 (Desbrosses and Cortlandt Streets, 10-20) (Dining Car), 10:55 (Dining Car) A. M., 12.55, 2:10 (Desbrosses and Cortlandt Streets, 2:20), (3.25 "Congressional Lim.," all Parlot and Dining Cars), 8-25, 4-25 (Dining Car), 4-55 (Dining Car), 9-25 P. M., 12:10 night. Sunday, 8-26, 8-55, 10:55 (Dining Car) A. M., 12:55, (3:25 "Congressional Lim.," all Parlot and Dining Cars), 3:25, 4-25 (Dining Car), 4:55 (Dining Car), 9-25 P. M., 12:10 night.
SOUTHERN RAILWAY.—Express, 3:25, 4:25 P. M., 12:10 night. 80 OTHERN RAILWAY.—Express, 3.25, 4.25 P. M., 12.10 night daily.
ATLANTIC COAST LINE.—Express, 8.55 A. M. and 9.25 P. M. daily.
SEASOARD AIR LINE RAILWAY.—"Florida and Metropolitan Limited," 12.35 P. M. daily. Express, 12.10 right Autic Metropolitan Limited," 12.55 P. M. daily. Express, 12.10 night daily.
NORFOLE AND WESTERN RAILWAY.—For NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3.25 P. M. daily. CHESAPPAKE & OHIO RAILWAY.—855 A. M. and 455 P. M. daily.
FOR OI.D POINT COMPORT and NORPOLK.—7.55 A. M. week-days and 8:55 P. M. daily.
ATLANTIC CITY.—9.55 A. M. and 2:55 P. M. week-days, Through Vestibuled Trains. Buffet Parior Cars and Standard Coaches.
CAPE MAY.—12:55 P. M. week-days.
For points on New York and Long Branch Railroad (from West Twenty-third Street Station), 8:35 A. M., 12:40, 2:25, 3:25, 4:16 and 4:55 P. M. - undays, 9:25 A. M., 4:25 P. M. (from Desbiosses and Cortlands Streets), 3:30, 9:60 A. M., 12:50, 2:30, 3:40, 4:26 and 5:10 P. M. Sundays, 9:45 A. M., 5:15 P. M.

FOR PHILADELPHIA

FOR PHILADELPHIA.

6:10 (Desbrosses and Cortlandt Streets, 6:20), 7:25, 7:55, 8:25, 8:35, 9:25 (9:55 Fenna, Limited), 10:10 (Desbrosses and Cortlandt Streets, 10:20) (Diding Car), 10:35 (Dining Car), 11:55 A. M., 12:55, 2:10 (Desbrosses and Cortlandt Streets, 2:20), 2:55, 3:25, 3:55, 4:25, 4:25 (Dining Car), 11:55 A. M., 12:55, 2:10 (Desbrosses and Cortlandt Streets, 2:20), 2:55, 3:25, 3:55, 4:25, 4:25 (Dining Car), 5:55 (Dining Car), 5:55 (Dining Car), 5:55 (Dining Car), 5:25, 5:55 (Dining Car), 5:25, 3:55, 9:25 P. M., 12:10 ingit. Sundavs, 6:10, 7:55, 5:25, 3:55, 4:25 (Dining Car), 4:55 (Dining Car), 5:55 (Dining Car), 5:55 (Dining Car), 5:55 (Dining Car), 4:55 (Dining Car), 5:55 (Dinin Short, Pleasant Trip, under the Most Favorable OLD DOMINION LINE.

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to the Pacific Coast, through Colorado and Utah, will leave New York July 5th and 9th. For fillustrated itinerary and particulars call on M. C. Roach, General Eastern Passenger Agent, 1216 Broodway. A copy of the titnerary will be sent to any address on receipt of a postage stamp.

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